

**Subpart C—Specific Regulations
Applicable According to
Classification of Material**

§ 175.305 Self-propelled vehicles.

(a) Self-propelled vehicles are exempt from the drainage requirements of § 173.220 of this subchapter when carried in aircraft designed or modified for vehicle ferry operations and when all of the following conditions are met:

(1) Authorization for this type operation has been given by the appropriate authority in the government of the country in which the aircraft is registered;

(2) Each vehicle is secured in an upright position;

(3) Each fuel tank is filled in a manner and only to a degree that will preclude spillage of fuel during loading, unloading, and transportation; and

(4) Each area or compartment in which a self-propelled vehicle is being transported is suitably ventilated to prevent the accumulation of fuel vapors.

(b) [Reserved]

[Amdt. 175–1, 41 FR 16106, Apr. 15, 1976, as amended by Amdt. 175–12, 45 FR 13091, Feb. 28, 1980; Amdt. 175–25, 47 FR 54824, Dec. 6, 1982; Amdt. 175–47, 55 FR 52685, Dec. 21, 1990]

§ 175.310 Transportation of flammable liquid fuel in small, passenger-carrying aircraft.

A small aircraft or helicopter operated entirely within the State of Alaska or into a remote area elsewhere in the United States may carry, in other than scheduled passenger operations, not more than 76 liters (20 gallons) of flammable liquid fuel, if:

(a) Transportation by air is the only practical means of providing suitable fuel;

(b) The flight is necessary to meet the needs of a passenger;

(c) The fuel is carried in metal containers that are either:

(1) In strong tight metal containers of not more than 20 liters (5.3 gallons) capacity, each packed inside a UN 4G fiberboard box or each packed inside a UN 4C1 wooden box, or in the case of a small aircraft in Alaska, each packed inside a wooden box of at least 1.3 cm (0.51 inch) thickness;

(2) Airtight, leakproof, inside containers of not more than 40 liters (11 gallons) capacity and of at least 28-gauge metal, each packed inside a UN 4C1 wooden box or, in the case of a small aircraft in Alaska, each packed inside a wooden box of at least 1.3 cm (0.51 inch) thickness;

(3) UN 1A1 steel drums of not more than 20 liters (5.3 gallons) capacity; or

(4) Fuel tanks attached to flammable liquid fuel powered equipment under the following conditions:

(i) Each piece of equipment is secured in an upright position;

(ii) Each fuel tank is filled in a manner that will preclude spillage of fuel during loading, unloading, and transportation; and

(d) In the case of a helicopter, the fuel is carried on external cargo racks;

(e) Each area or compartment in which the fuel is loaded is suitably ventilated to prevent the accumulation of fuel vapors;

(f) Before each flight, the pilot-in-command:

(1) Informs each passenger of the location of the fuel and the hazards involved; and

(2) Prohibits smoking, lighting matches, the carrying of any lighted cigar, pipe, cigarette or flame, and the use of anything that might cause an open flame or spark, while loading or unloading or in flight; and

(g) Fuel is transferred to the fuel tanks only while the aircraft is on the surface.

[Amdt. 175–1, 41 FR 16106, Apr. 15, 1976, as amended by Amdt. 175–1A, 41 FR 40686, Sept. 20, 1976; Amdt. 175–12, 45 FR 13091, Feb. 28, 1980; Amdt. 175–21, 46 FR 58696, Dec. 3, 1981; Amdt. 175–47, 55 FR 52686, Dec. 21, 1990]

§ 175.320 Cargo aircraft only; only means of transportation.

(a) Notwithstanding § 172.101 of this subchapter, when means of transportation other than air are impracticable or not available, hazardous materials listed in the following table may be carried on a cargo aircraft only, subject to the conditions stated in the table and in paragraph (b) of this section and, when appropriate, paragraph (c) of this section:

Material	Class	Conditions
Detonators, detonator assemblies and boosters with detonators.	Division 1.1 or 1.2 (Class A) explosives.	Permitted only when no other hazardous material is aboard the aircraft.
Detonators, detonator assemblies and boosters with detonators.	Division 1.4 (Class C) explosives.	With the exception of Division 1.1 or 1.2 Detonators, detonator assemblies and boosters with detonators, permitted only when there are no Division 1.1 or 1.2 (Class A) explosives aboard aircraft.
Fuel, aviation, turbine engine; methyl alcohol; or toluene.	Class 3 (flammable liquid)	Permitted in metal drums authorized for Packing Group I or II liquid hazardous materials having rated capacities of 220 liters (58.1 gallons) or less. May not be transported in the same aircraft with Class 1 (explosives), Class 5 (oxidizer), or Class 8 (corrosive) materials. Permitted in installed tanks each having a capacity of more than 450 liters (118.9 gallons) subject to the conditions specified in paragraph (c) of this section.
Gasoline	Class 3 (flammable liquid)	Permitted in metal drum having rated capacities of 220 liters (58.1 gallons) or less. May not be transported in the same aircraft with materials classed as Class 1 (explosive), Class 5 (oxidizer), or Class 8 (corrosive) materials. Permitted in installed tanks each having a capacity of 450 liters (118.9 gallons). Subject to the conditions specified in paragraph (c) of this section.
High explosives	Class 1 (explosive) materials	Limited to Class 1 (explosive) materials to be used for blasting. Permitted only when no other cargo is aboard the aircraft or when being transported in the same aircraft with an authorized shipment of any one or more of any of the following materials to be used for blasting: Ammonium nitrate-fuel oil mixtures. Blasting explosives (Division 1.1D or 1.5D), or Blasting agent (Division 1.5D), Very insensitive explosive substances, n.o.s., or Substances, EVI, n.o.s. (Division 1.5D), Extremely insensitive explosive articles or Articles, EEI (Division 1.6N). Detonating cord. Propellant explosive (solid) (Division 1.3) (water gels only) Propellant explosive (liquid) (Division 1.3) (water gels only)
Oil n.o.s.; petroleum oil or petroleum oil, n.o.s.	Class 3 (flammable liquid)	Permitted in metal drums having rated capacities of 220 liters (58.1 gallons) or less. May not be transported in the same aircraft with materials classed as Class 1 (explosive), Class 5 (oxidizer), or Class 8 (corrosive) materials. Permitted in installed tanks each having a capacity of 450 liters (118.9 gallons). Subject to the conditions specified in paragraph (c) of this section.
Combustible liquid n.o.s	Class 3 (combustible liquid) ..	Permitted in installed tanks each having a capacity of more than 450 liters (118.9 gallons) subject to the conditions specified in paragraph (c) of this section.

(b) The following conditions apply to the carriage of hazardous materials performed under the authority of this section:

(1) No person other than a required flight crewmember, an FAA inspector, the shipper or consignee of the material or a representative of the shipper or consignee so designated in writing, or a person necessary for handling the material may be carried on the aircraft.

(2) The operator of the aircraft must have advance permission from the owner or operator of each manned airport where the material is to be loaded or unloaded or where the aircraft is to land while the material is on board. When the destination is changed after departure because of weather or other

unforeseen circumstances, permission from the owner or operator of the alternate airport should be obtained as soon as practicable before landing.

(3) At any airport where the airport owner or operator or authorized representative thereof has designated a location for loading or unloading the material concerned, the material may not be loaded or unloaded at any other location.

(4) If the material concerned can create destructive forces or have lethal or injurious effects over an appreciable area as a result of an accident involving the aircraft or the material, the loading and unloading of the aircraft and its operation in takeoff, en route, and in landing must be conducted at a safe distance from heavily populated

areas and from any place of human abode or assembly.

(5) If the aircraft is being operated by a holder of a certificate issued under 14 CFR part 121, part 127 or part 135, operations must be conducted in accordance with conditions and limitations specified in the certificate holder's operations specifications or operations manual accepted by the FAA. If the aircraft is being operated under 14 CFR part 91, operations must be conducted in accordance with an operations plan accepted and acknowledged in writing by the Civil Aviation Security Office serving the operator's location or the place where the material is to be loaded.

(6) Each pilot of the aircraft must be provided written instructions stating the conditions and limitations of the operation being conducted and the name of the airport official[s] granting the advance permission required by the first sentence of paragraph (b)(2) of this section.

(7) The aircraft and the loading arrangement to be used must be approved for safe carriage of the particular materials concerned by the FAA Civil Aviation Security Office responsible for the operator's overall aviation security program or the appropriate FAA Civil Aviation Security Office serving the place where the material is to be loaded.

(8) When Division 1.1 or 1.2 (explosive) materials are carried aboard cargo aircraft only under the provisions of this section, the aircraft operator shall take all possible action to insure that routes over heavily populated areas are avoided commensurate with considerations of flight safety. During the approach and landing phase, the aircraft operator shall request appropriate vectors when under radar control to avoid heavily populated areas.

(9) During loading and unloading, no person may smoke, carry a lighted cigarette, cigar, or pipe, or operate any device capable of causing an open flame or spark within 15 m (50 feet) of the aircraft.

(10) If the movement involves international transportation, permission for the shipment may also be required from the appropriate authorities of the

countries of origin, destination, transit and overflight prior to departure.

(c) The following additional conditions apply to the carriage of Class 3 (flammable) and combustible liquid materials in tanks each having a capacity of more than 420 liters (111 gallons) under the authority of this section:

(1) The tanks and their associated piping and equipment and the installation thereof must have been approved for the material to be transported by the appropriate FAA Regional Office.

(2) In the case of an aircraft being operated by a certificate holder, the operator shall list the aircraft and the approval information in its operating specifications. If the aircraft is being operated by other than a certificate holder, a copy of the FAA Regional Office approval required by this section must be carried on the aircraft.

(3) The crew of the aircraft must be thoroughly briefed on the operation of the particular bulk tank system being used.

(4) During loading and unloading and thereafter until any remaining fumes within the aircraft are dissipated:

(i) Only those electrically operated bulk tank shutoff valves that have been approved under a supplemental type certificate may be electrically operated.

(ii) No engine or electrical equipment, avionic equipment, or auxiliary power units may be operated, except position lights in the steady position and equipment required by approved loading or unloading procedures, as set forth in the operator's operations manual, or for operators that are not certificate holders, as set forth in a written statement.

(iii) No person may fill a container, other than an approved bulk tank, with a Class 3 (flammable and combustible liquid) materials or discharge a Class 3 (flammable and combustible liquid) materials from a container, other than an approved bulk tank, while that container is inside or within 15 m (50 feet) of the aircraft.

(iv) When filling an approved bulk tank by hose from inside the aircraft, the doors and hatches must be fully open to insure proper ventilation.

(v) Static ground wires must be connected between the storage tank or fueler and the aircraft, and between the aircraft and a positive ground device.

[Amdt. 175-1, 41 FR 16106, Apr. 15, 1976]

EDITORIAL NOTE: For FEDERAL REGISTER citations affecting § 175.320, see the List of CFR Sections Affected appearing in the Finding Aids section of this volume.

§ 175.630 Special requirements for Division 6.1 (poisonous) materials and materials in Division 6.2 (etiologic or infectious substances).

(a) Hazardous materials bearing the POISON, KEEP AWAY FROM FOOD, ETIOLOGIC AGENT, or INFECTIOUS SUBSTANCE label may not be carried in the same compartment of an aircraft with material which is marked as or known to be foodstuffs, feed, or any other edible material intended for consumption by humans or animals unless either the Division 6.1 (poisonous) materials or materials in Division 6.2 (etiologic or infectious substances) and the foodstuffs, feed, or other edible materials are loaded in separate unit load devices which, when stowed on the aircraft, are not adjacent to each other, or the Division 6.1 (poisonous) materials or materials in Division 6.2 (etiologic or infectious substances) are loaded in one closed unit load device and the foodstuffs, feed or other materials are loaded in another closed unit load device.

(b) No person may operate an aircraft that has been used to transport any package bearing a POISON label unless, upon removal of such package, the area in the aircraft in which it was carried is visually inspected for evidence of leakage, spillage, or other contamination. All contamination discovered must be either isolated or removed from the aircraft. The operation of an aircraft contaminated with such Division 6.1 (poisonous) materials is considered to be the carriage of poisonous materials under paragraph (a) of this section.

[Amdt. 175-1, 41 FR 16106, Apr. 15, 1976, as amended by Amdt. 175-30, 48 FR 53713, Nov. 29, 1983; Amdt. 175-46, 55 FR 39981, Oct. 1, 1990; Amdt. 175-47, 55 FR 52686, Dec. 21, 1990]

§ 175.700 Special limitations and requirements for Class 7 (radioactive) materials.

(a) In addition to other requirements, no person may carry in a passenger-carrying aircraft any package required to be labeled in accordance with § 172.403 of this subchapter with a Radioactive Yellow-II or Radioactive Yellow-III label unless:

(1) For a package required to be labeled Radioactive Yellow-II, the transport index does not exceed 1.0;

(2) For a package required to be labeled Radioactive Yellow-III, the transport index does not exceed 3.0;

(3) The package is carried on the floor of the cargo compartment, or freight container; and

(4) The package is carried in the aircraft in accordance with §§ 175.701 and 175.703(c).

(b) In addition to the reporting requirements of § 175.45, the carrier shall also notify the offeror at the earliest practicable moment following any incident in which there has been breakage, spillage, or suspected radioactive contamination involving Class 7 (radioactive) materials shipments. Aircraft in which Class 7 (radioactive) materials have been spilled may not again be placed in service or routinely occupied until the radiation dose rate at every accessible surface is less than 0.005 mSv per hour (0.5 mrem per hour) and there is no significant removable radioactive surface contamination as determined in accordance with § 173.443 of this subchapter. When contamination is present or suspected, the package and/or materials it has touched must be segregated as far as practicable from personnel contact until appropriate radiological advice or assistance is obtained. The Regional Office of the U.S. Department of Energy or appropriate State or local radiological authorities can provide advice or assistance, and should be notified in cases of obvious leakage, or if it appears likely that the inside container may have been damaged. For personnel safety, the carrier shall take care to avoid possible inhalation, ingestion, or contact by any person with Class 7 (radioactive) materials that may have leaked or spilled from its package. Any loose